



DEPARTMENT OF THE NAVY

NAVAL AIR STATION OCEANA
1750 TOMCAT BOULEVARD
VIRGINIA BEACH, VIRGINIA 23460-2168

Canc: Dec 04

IN REPLY REFER TO:
NASOCEANANOTE 3140
30

MAY 6 2004

NAS OCEANA NOTICE 3140

Subj: AIRCRAFT EVACUATION PLAN

Ref: (a) COMNAVAIRLANTINST 3141.1M
(b) 1997 Aircraft Maintenance Hangar Wind Survivability Study

1. Purpose. To issue hurricane evacuation information and procedures to be used by Fighter Wing, Atlantic (FITWINGLANT), Strike Fighter Wing, Atlantic (STRKFIGHTWINGLANT), Naval Air Station (NAS) Oceana Air Operations Maintenance Division (AOMD), and NAS Oceana Aircraft Intermediate Maintenance Detachment (AIMD) during the 2004 hurricane season.

2. Discussion. This notice supplements aircraft evacuation procedures in reference (a) and is required to affect an orderly and efficient evolution. The goal is to fly away the maximum number of aircraft, thereby minimizing risk to as many aircraft as possible.

3. Coordinating Officers

a. The following Coordinating Officers are assigned:

		<u>OFFICE PHONE</u>	<u>HOME PHONE</u>	<u>CELL PHONE</u>
FITWINGLANT	LCDR PERRY Fax	3-4014 3-4022	427-1333	-----
STRKFIGHTWINGLANT	LT TAYLOR Fax	3-9161 3-9150	227-9324	572-9150
NAS Oceana ECOS	LT HAYDEN Fax	3-3376 3-2711	471-3153	535-0155
AOMD	LCDR CONCHA AMC HARMS Fax	3-9564 3-9569 3-9570	410-2108 (252)232-0748	676-6155 -----
NLMOD	LCDR TOWLE AGCS TYO	3-2150 3-3444	----- 497-4686	621-6512 575-2642

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b. Squadron Duty Officers (SDO) shall be the points of contact for hurricane evacuation and monitor Weathervision for the current Aircraft Evacuation Condition.

4. Setting of Aircraft Evacuation Conditions

a. Naval Atlantic Meteorology and Oceanography Detachment (NLMOD) Oceana shall inform the NAS Oceana Evacuation Control Officer (ECO); Commander, Fighter Wing, U.S. Atlantic Fleet (COMFITWINGLANT) ECO and Commander, Strike Fighter Wing, U.S. Atlantic Fleet (COMSTRKFIGHTWINGLANT) ECO when destructive weather (sustained winds of 50 knots or greater) is forecast within 96 hours. The NAS Oceana ECO and NAS Oceana NLMOD will recommend setting of Aircraft Evacuation Conditions to Commanding Officer, NAS Oceana, COMFITWINGLANT and COMSTRKFIGHTWINGLANT who will order the conditions set. The NAS Oceana ECO shall notify COMFITWINGLANT ECO (3-4014), COMSTRKFIGHTWINGLANT ECO (3-9161), NAS Oceana Air Operations Duty Officer (AODO) (3-2162) and NAS Oceana Quarterdeck (3-2366) that an Aircraft Evacuation Condition has been set. The COMFITWINGLANT ECO shall notify COMFITWINGLANT squadrons and the COMSTRKFIGHTWINGLANT ECO shall notify COMSTRKFIGHTWINGLANT squadrons. NLMOD Oceana shall post the latest Aircraft Evacuation Condition on Weathervision.

b. Following a 96-hour notification, the following Aircraft Evacuation Conditions will be set dependant on forecast conditions: 72-hour; 48-hour; 24-hour and 12-hour. The time indicated by the Aircraft Evacuation Condition indicates the number of hours until 50-knot sustained winds are expected at NAS Oceana. Tropical Cyclone Conditions and Ship Sortie Conditions shall not be confused with Aircraft Evacuation Conditions.

5. Procedures for Hangaring Aircraft

a. Hangaring Recommendations. The following recommendations are given in reference (b) and should be considered when hangaring aircraft:

<u>Hangar Bldg Number</u>	<u>Design Wind Speed (mph)</u>	<u>Recommendations</u>
111	115	<u>Primary Storage Site</u> for strategic equipment and emergency vehicles during major event.
404	115	
145	115	<u>Secondary Storage Site</u> for strategic equipment and emergency vehicles during major event.
500	115	
122	100	<u>Avoid Storage</u> of strategic equipment and emergency vehicles during major event.
200	90	

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23
3025

Unknown

Do Not Use for strategic
equipment and emergency
vehicles during major event

b. COMFITWINGLANT, COMSTRKFIGHTWINGLANT and AOMD are responsible for coordinating their aircraft hangaring during Aircraft Evacuation Conditions. Wing Maintenance Officers shall designate hangar coordinators for each of their respective hangars. On completion of the hangaring evolution, Wing Coordinators shall notify NAS Oceana ECO at 433-3376/3377.

c. NAS Oceana ECO will contact NAS Oceana AODO to determine number and types of transient aircraft on station. NAS Oceana ECO and AODO will make every effort to contact transient aircrews in order to evacuate transient aircraft. If unable to evacuate, NAS Oceana ECO will coordinate with Wing Maintenance Officers and/or Wing Coordinators to facilitate hangaring of transient aircraft.

6. Evacuation of Aircraft

a. During Hurricane season (1 June to 30 November) and on setting of 48-Hour Aircraft Evacuation Condition, flyaway and spare flyaway aircraft shall be designated by respective Wing Coordinators. Spare aircraft shall be hangared after the flyaway.

b. Maintenance support aircraft, if required, shall be requested by NAS Oceana when 48-Hour Aircraft Evacuation Condition is set and depart for assigned refuge bases when 24-Hour Aircraft Evacuation Condition is set.

c. Refuge bases are as follows:

(1) Primary Refuge Base: Wright Patterson AFB, OH

Aircraft Type: UH-3H

Liaison: Mr. Egner, DSN 787-2131

RBLO: AOMD

Route of Flight: WAIKS ORF290079 MOL J24 FLM
BUCKE3 FFO
FL060

Return Route: HNN MOL TERKS2 NTU
FL050

(2) Primary Refuge Base: SCOTT AFB, IL

Aircraft Type: F-14, T-34C

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Liaison: Lynne Stadts, DSN 576-3513 or 576-3612

RBLO: CFWL

Route of Flight: HPW FAK J24 FLM J134 CAROL BLV
FL280 (F-14)
FL100 (T-34C)

Return Route: RV D CAROL J134 FLM J24 FAK HPW NTU
FL270 (F-14)
FL090 (T-34C)

Canned Route Name: "HURREVAC NORTH"

(3) Alternate Refuge Base: NAS Pensacola, FL

Aircraft Type: F-14, T-34C

Liaison: CDR Holdener, DSN 922-4231 or 922-2431

RBLO: CFWL

Route of Flight: FKN RDU IRQ MCN CRW NPA
FL280 (F-14)
FL100 (T-34C)

Return Route: CRW MCN IRQ RDU FKN NTU
FL270 (F-14)
FL090 (T-34C)

Canned Route Name: "HURREVAC SOUTH"

(4) Primary Refuge Base: Fort Campbell, KY

Aircraft Type: F/A-18

Liaison: Mr. Wilson, DSN 635-7146

RBLO: CFWL

Route of Flight: FKN RDU VXV J46 BNA HOP
FL 310

Return Route: BNA J46 VXV RDU FKN NTU
FL 310

Canned Route Name: "HORNET HURREVAC 1"

(5) Alternate Refuge Base: NAS New Orleans, LA

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Aircraft Type: F/A-18

Liaison: ENS Selby, DSN 678-3208

RBLO: CFWL

Route of Flight: FKN RDU SPA J37 HRV NBG
FL350

Return Route: HRV J37 SPA RDU FKN NTU
FL330

Canned Route Name: "HURREVAC EASY"

d. Maintenance support aircraft shall file low altitude flight plans to the assigned refuge base or fly high altitude evacuation routes as appropriate.

e. Aircraft that evacuate to a designated refuge base shall remain at that base until recalled by NAS Oceana.

7. Flight Procedures

a. All aircraft should file an individual flight plan; however, section flights (weather permitting) are encouraged to minimize the impact on Air Traffic Control (ATC) facilities. Group weather briefs are encouraged to minimize the impact on NLMOD forecasters. Immediately after the 24-Hour Aircraft Evacuation Condition is set, a flight plan for each aircraft or section of aircraft shall be forwarded to the NAS Oceana AODO. Evacuating units shall assign call signs to all aircraft to be evacuated. The call sign shall consist of the prosign "OH" (OCEANA HURRICANE) and the aircraft MODEX (squadron identification letters and side number). For example, a VF-101 aircraft with side number 100 would be written "OH AD 100" and called "OCEANA HURRICANE ALFA DELTA ONE ZERO ZERO." A VF-2 aircraft with side number 100 would be written "OH NE 100" and called "OCEANA HURRICANE NOVEMBER ECHO ONE ZERO ZERO."

b. ATC clearance shall be requested from clearance delivery prior to takeoff, using the "OCEANA HURRICANE" radio call. Aircraft shall not leave the line until clearance has been received. Washington Center may impose in-trail spacing requirements.

c. The OCEANA HURRICANE call sign shall be the only radio call used enroute, on arrival at the destination airport and return flight.

d. After setting 24-Hour Aircraft Evacuation Condition, all flights shall file flight plans only to assigned refuge bases on

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established evacuation routes. Once airborne, aircraft shall not proceed to any airport other than the assigned hurricane refuge base, except as may be dictated by an actual airborne emergency.

8. Duties of RBLOs

a. COMFITWINGLANT and COMSTRKFIGHTWINGLANT shall designate RBLOs at 72-Hour Aircraft Evacuation Condition and submit names to the NAS Oceana ECO.

b. Squadron personnel are responsible to check in with the RBLO on arrival at the refuge base and maintain a point of contact to pass critical information.

c. The RBLO shall coordinate between NAS Oceana and refuge Base Operations and pass pertinent information to COMFITWINGLANT and COMSTRKFIGHTWINGLANT as required.

d. The RBLO is responsible for coordinating the departure of aircraft in an orderly manner from the refuge base on issue of orders to secure from 12-Hour Aircraft Evacuation Condition and aircraft have been recalled by NAS Oceana. The RBLO shall:

(1) Submit a departure flow plan to Base Operations at the refuge field.

(2) Coordinate mass weather briefs for departing aircrews.

(3) Coordinate and supervise aircraft refueling operations; ensure paperwork is accurate and complete.

e. On return to NAS Oceana, report to the ECO.

9. Action

a. 72-Hour Aircraft Evacuation Condition. Within 2 hours after setting 72-Hour Aircraft Evacuation Condition by NAS Oceana, Fleet Air Detachment Oceana units shall submit an aircraft status report, in writing, to their respective Wing Coordinators, who then report to the NAS Oceana ECO. Per reference (a), COMFITWINGLANT and COMSTRKFIGHTWINGLANT ECOs shall report directly to Commander, Naval Air Force, U.S. Atlantic Fleet. Indicate any specific aircraft on jacks, canopy off, immobile aircraft, etc. This information shall be updated whenever a change in aircraft status occurs.

b. 48-Hour Aircraft Evacuation Condition. On setting of 48-Hour Aircraft Evacuation Condition, all Coordinating Officers listed in paragraph 3.a., Wing Maintenance and Readiness Officers and RBLOs shall proceed immediately to the Training Room, Air Operations, Building 100, to discuss aircraft hangaring and flyaway.

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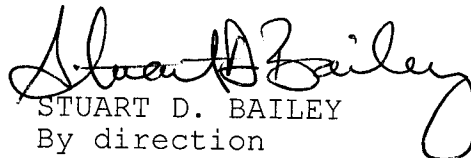
c. Wing Liaison Officers shall coordinate as necessary with their respective squadrons.

d. 24-Hour Aircraft Evacuation Condition. Commence flyaway.

e. 12-Hour Aircraft Evacuation Condition. Cease flyaway and secure all remaining aircraft.

10. Securing of Area. Loose gear and Ground Support Equipment shall be properly stowed, especially drop tanks. Squadron personnel shall tour squadron spaces and adjoining areas to ensure proper securing of all possible missile-hazard material. Prior to release of squadron personnel, SDOs shall ensure that all spaces are secure.

11. Securing from Aircraft Evacuation Conditions. Orders to secure from Aircraft Evacuation Conditions shall be issued by NAS Oceana's ECO including specific time for earliest breakout of aircraft from hangars. When ordered, COMFITWINGLANT, COMSTRKFIGHTWINGLANT and AOMD Coordinating Officers shall meet with respective Maintenance Officers and Hangar Team Coordinators to plan the orderly movement of aircraft.


STUART D. BAILEY
By direction

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